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Approved For Release 2009/04/02 : CIA-RDP89-00244R000300160023-2

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

August 15, 1983

CIA Entrance at  
Route 123  
Fairfax County


Mr. John Fowler  
Dewberry and Davis  
8401 Arlington Boulevard  
Fairfax, Virginia 22031

Dear Mr. Fowler:

As requested in your recent phone conversation with Mr. S. R. Conley, we are enclosing a copy of the projected traffic volumes to be used on the above noted project.

The traffic volumes for George Washington Memorial Parkway at the Route 123 and Route 495 interchanges are being developed and they will be sent to you as soon as they are available.

Very truly yours,

  
H. M. Shaver, Jr., State  
Location and Design Engineer

SRC/sme  
Blind Copies -

CIA - w/enclosure

Mr. D. E. Keith  
Mr. D. D. Harris

Larry  
Paul  
Pam  
Bob  
Gary  
Gil  
Imo

Art: Route - Cy

cc: \_\_\_\_\_

Forward - Toss

File: Roads

HAROLD C. KING, COMMISSIONER

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JAMES L. DAVIDSON, JR., LYNCHBURG, LYNCHBURG DISTRICT

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JOSEPH M. GUIFFRE, ALEXANDRIA, CULPEPER DISTRICT

ROBERT W. SMALLEY, BERRYVILLE, STAUNTON DISTRICT

T. EUGENE SMITH, MCLEAN, AT LARGE-URBAN

ROBERT A. QUICKE, BLACKSTONE, AT LARGE-RURAL



## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET

RICHMOND, 23219

August 9, 1983

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DIRECTOR OF FINANCE

JACK HODGE  
ASSISTANT CHIEF ENGINEER

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DIRECTOR OF RAIL AND PUBLIC TRANSPORTATION

J. G. RIPLEY  
DIRECTOR OF PLANNING AND PROGRAMMING

RICHARD C. LOCKWOOD  
TRANSPORTATION PLANNING ENGINEER

CIA Expansion  
Fairfax County

### MEMORANDUM

To - Mr. ~~H.~~ M. Shaver, Jr.

Attached is the projected traffic to be used for the CIA expansion study. The traffic was developed based on the assumptions described in my memorandum to you of July 28, 1983.

If you have any questions pertaining to this data, please call Mr. Jerry Boseman on extension 64739.

R. C. Lockwood  
Transportation Planning Engineer

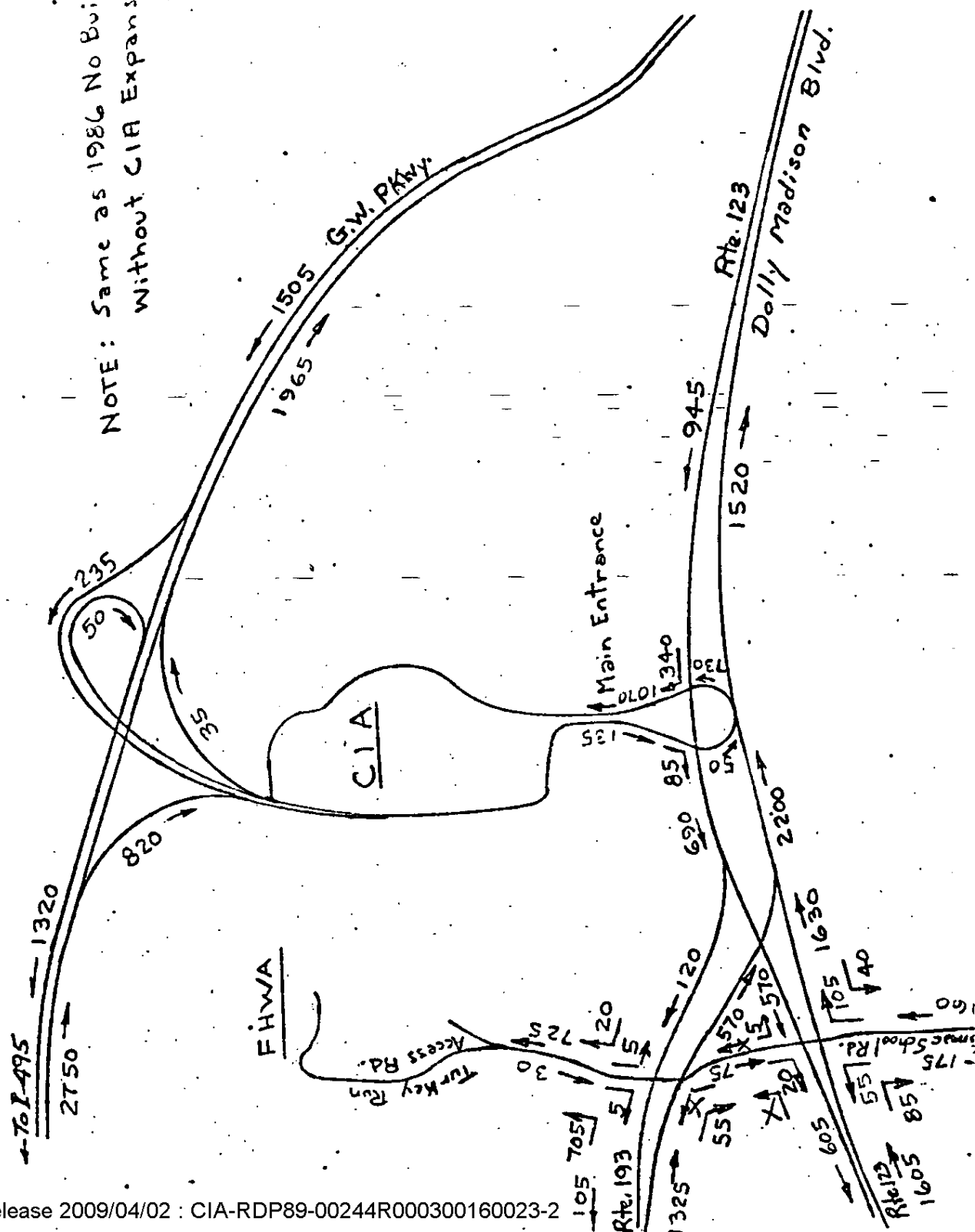
JEB/vv

cc: Mr. D. E. Keith - w/attachment  
Mr. W. C. Jeffrey  
Mr. R. L. Perry

LOC. DES. AUG 11 1983

1982 AM Peak Hour

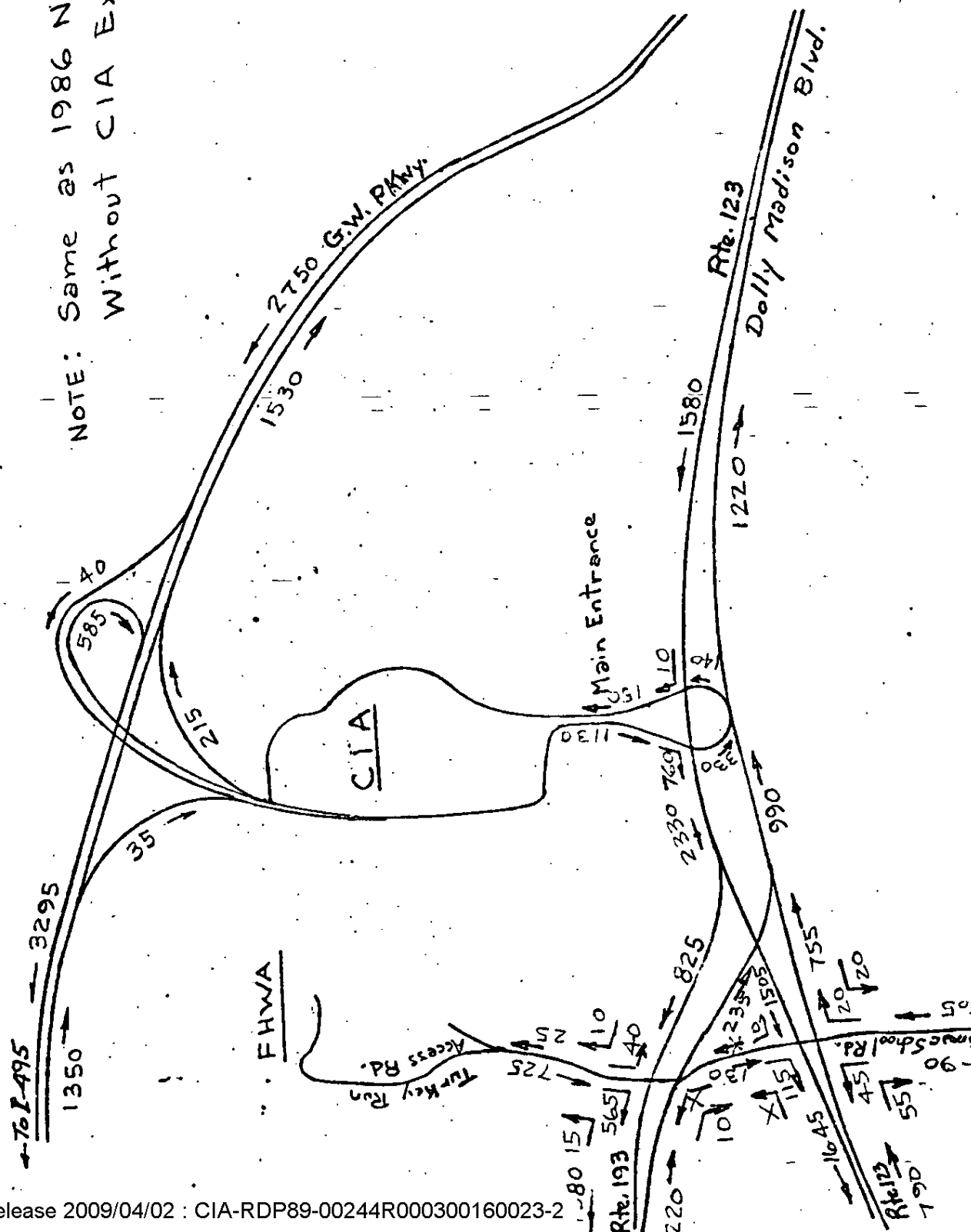
NOTE: Same as 1986 No Build -  
Without CIA Expansion



## CIA Expansion Traffic Analysis

1982. PM Peak Hour

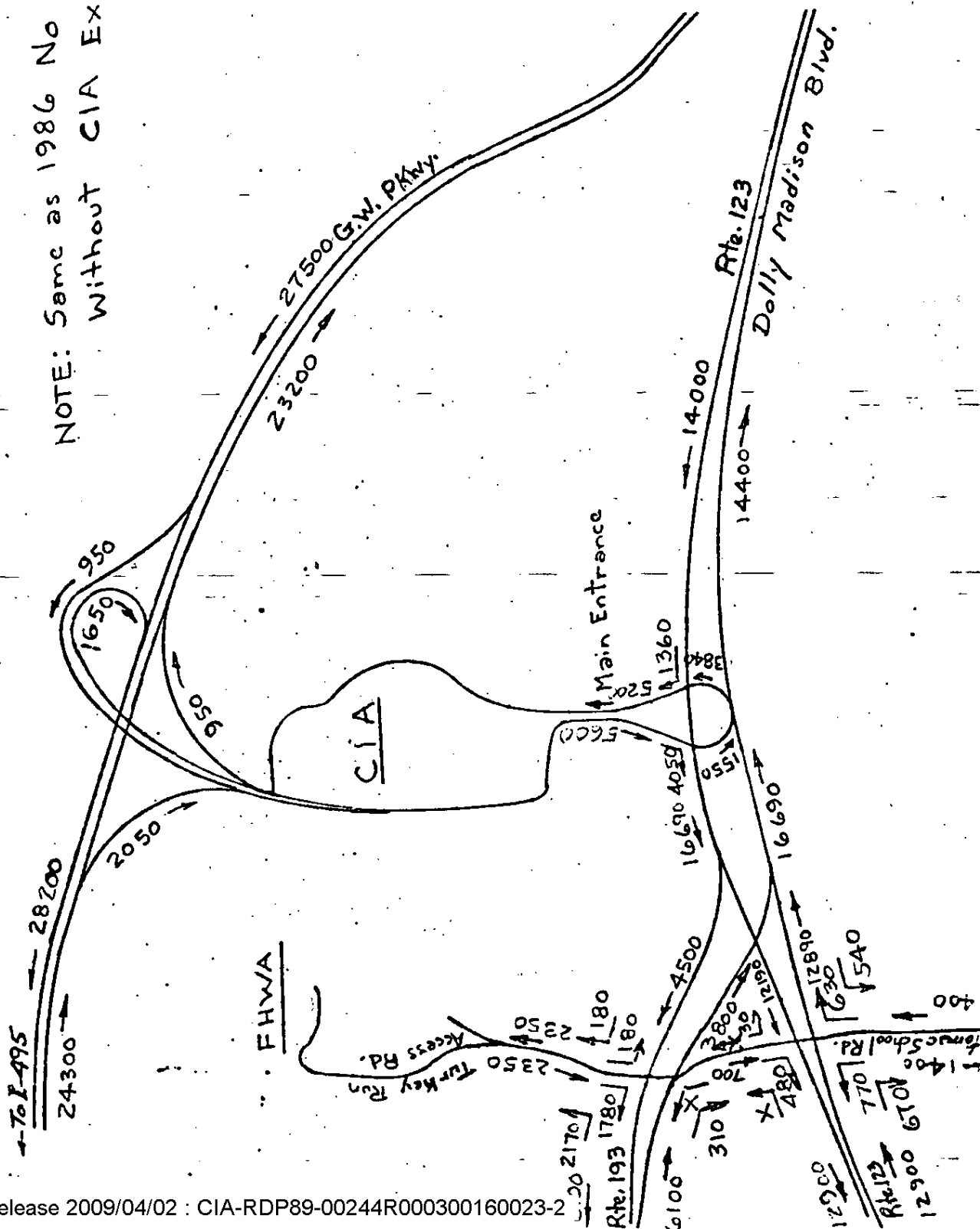
NOTE: Same as 1986 No Build - Without CIA Expansion



## CIA Expansion Traffic Analysis

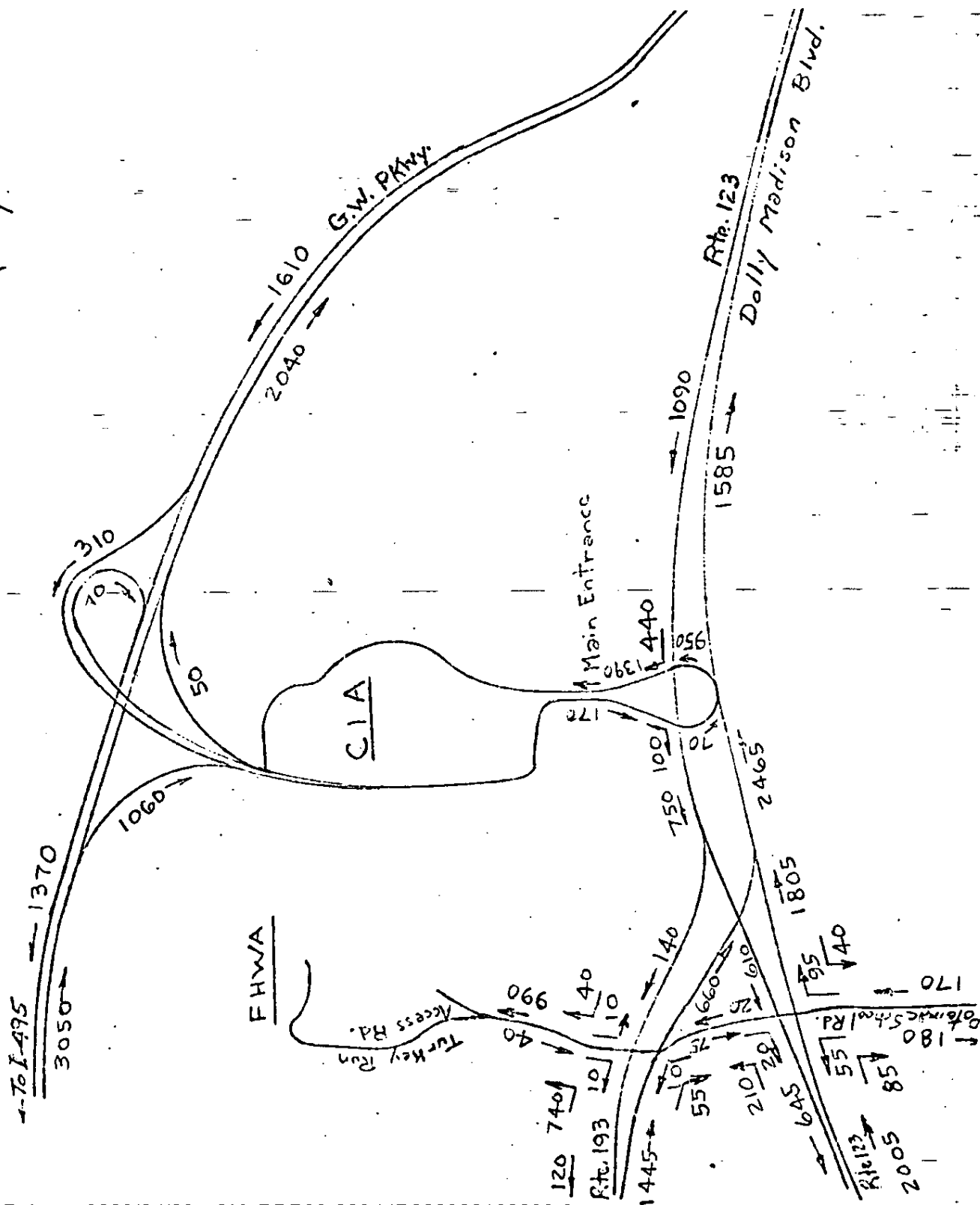
1982 | Average Weekday Volume.

NOTE: Same as 1986 No. Build-  
Without CIA Expansion



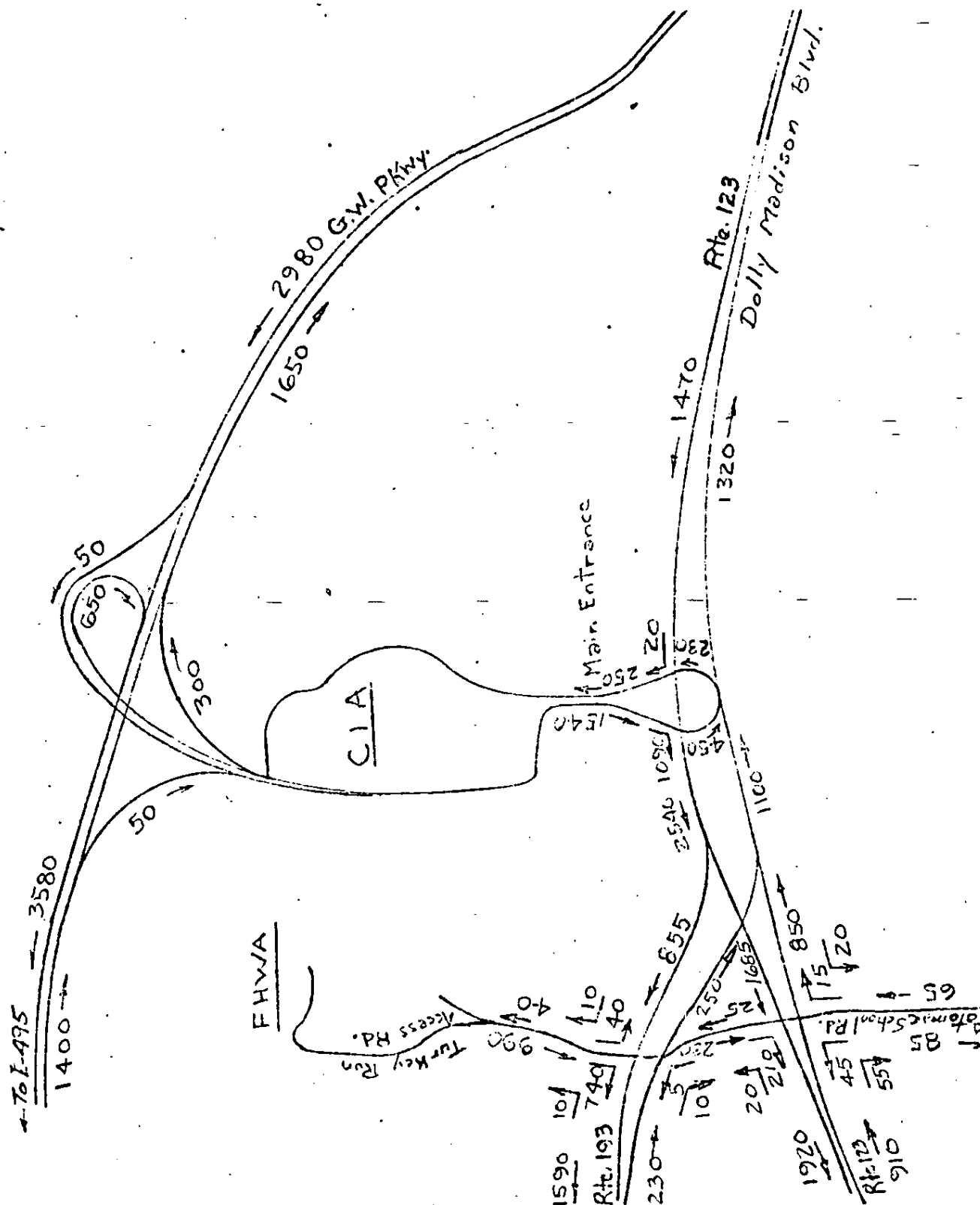
1986 AM Peak Hour

(Build - Without Capacity Restraint at I-495/G.W. Pkwy)



1986 PM Peak Hour

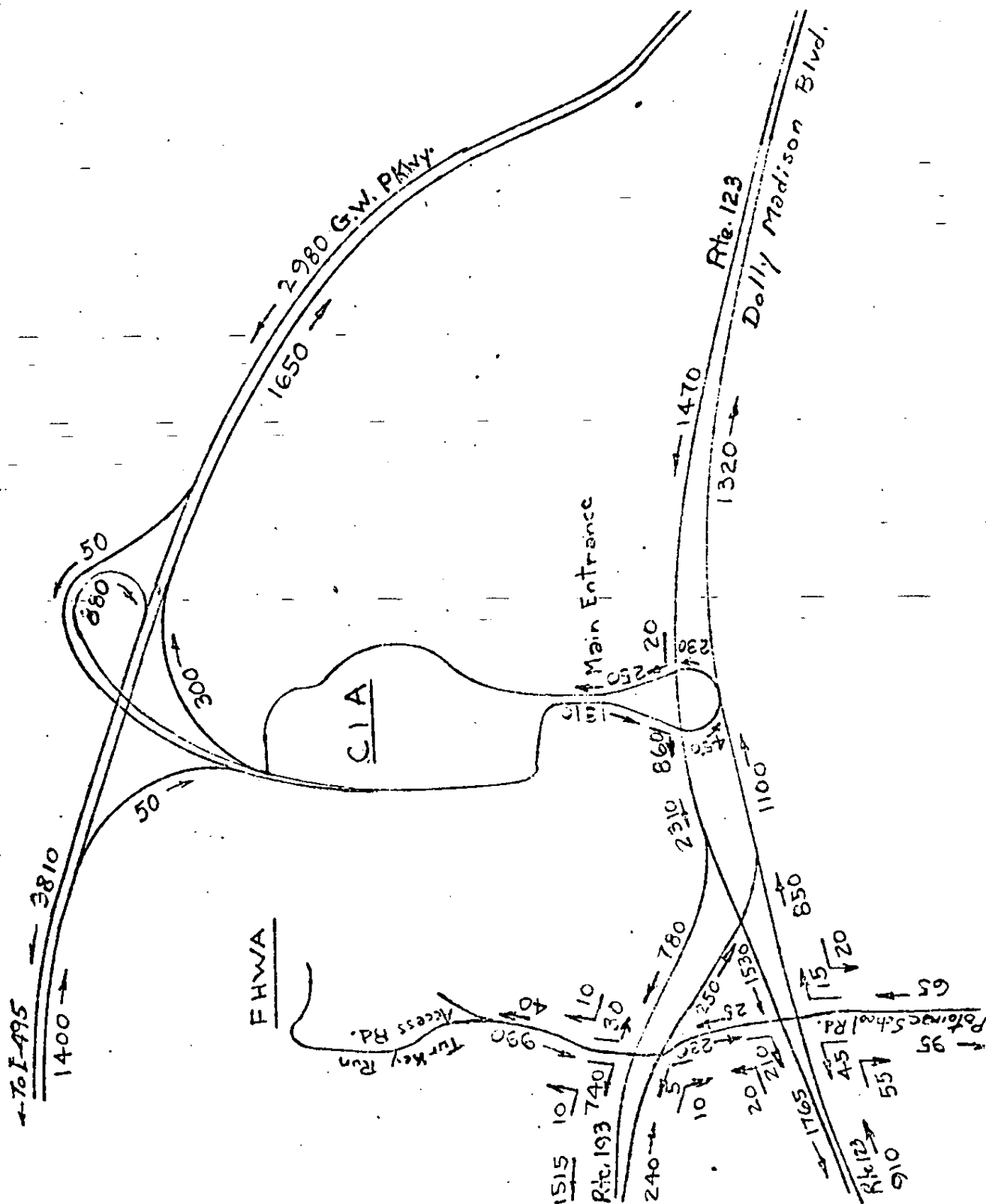
(Build-With Capacity Restraint at I-495/G.W. Pkwy)



CIA Expansion  
Traffic Analysis

1986 PM Peak Hour

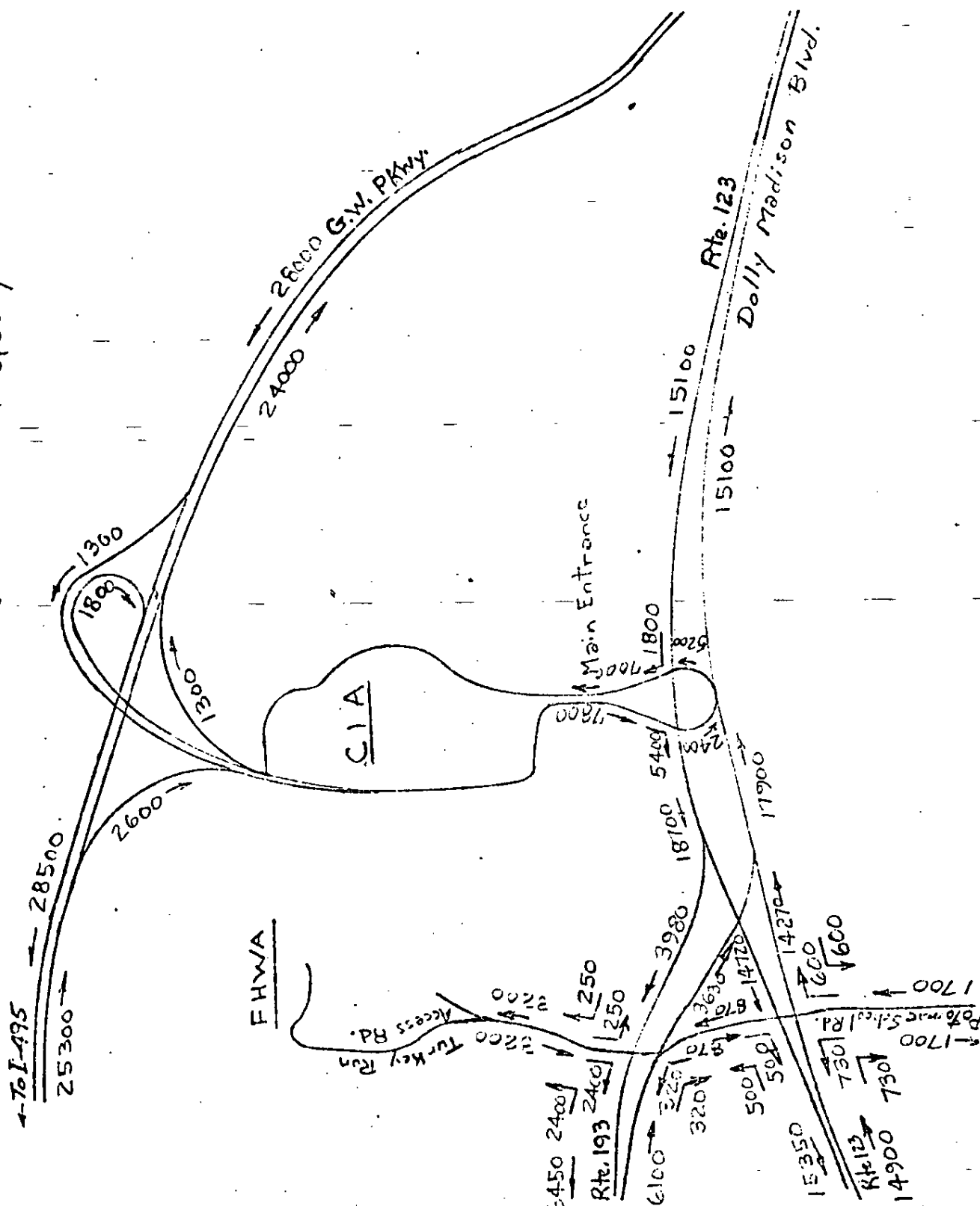
(Build - Without Capacity Restraint at I-495/GW Pkwy.)



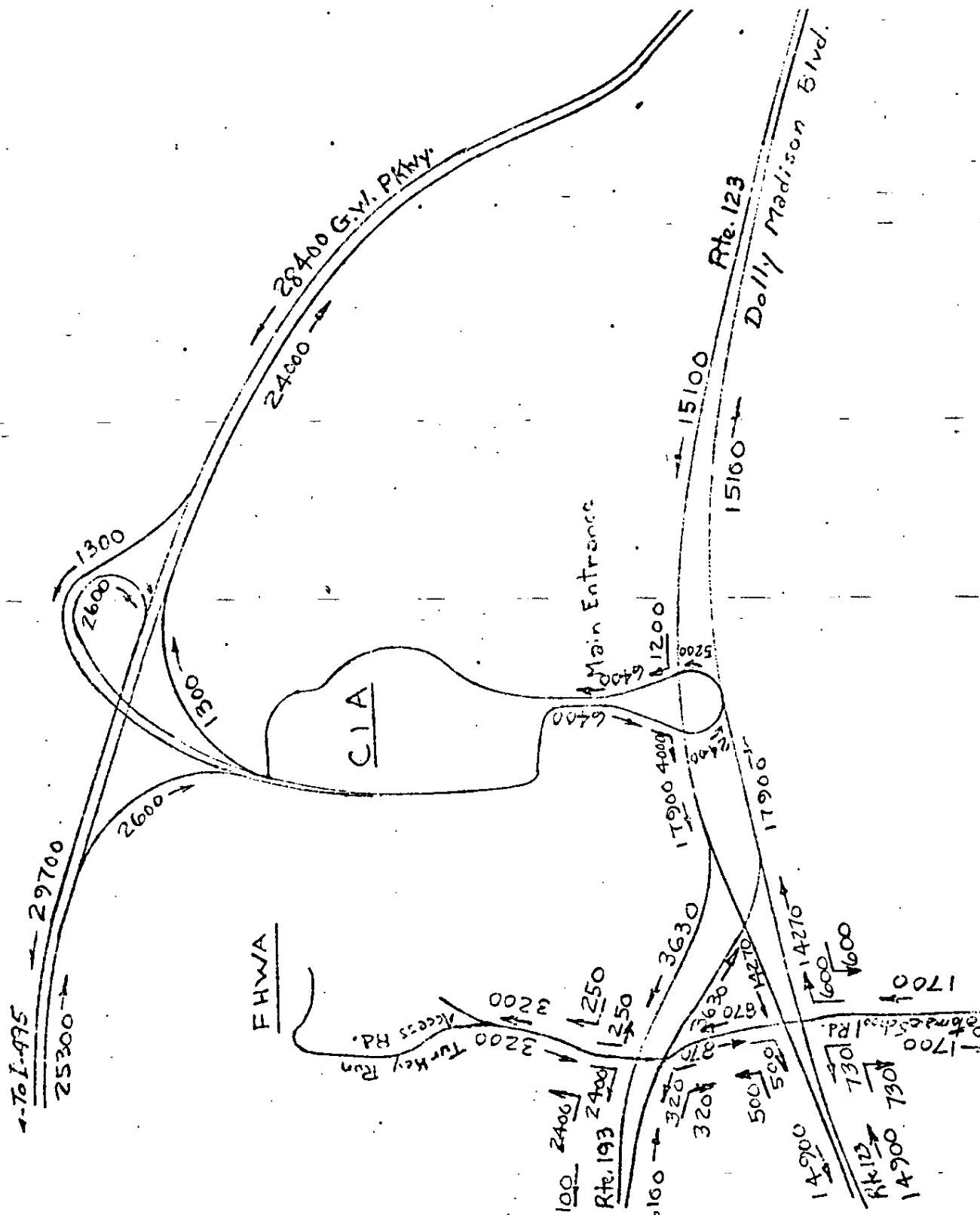


1986 Average Weekday Volume

(Build - With Capacity Restraint at I-495/GWS PKWY)



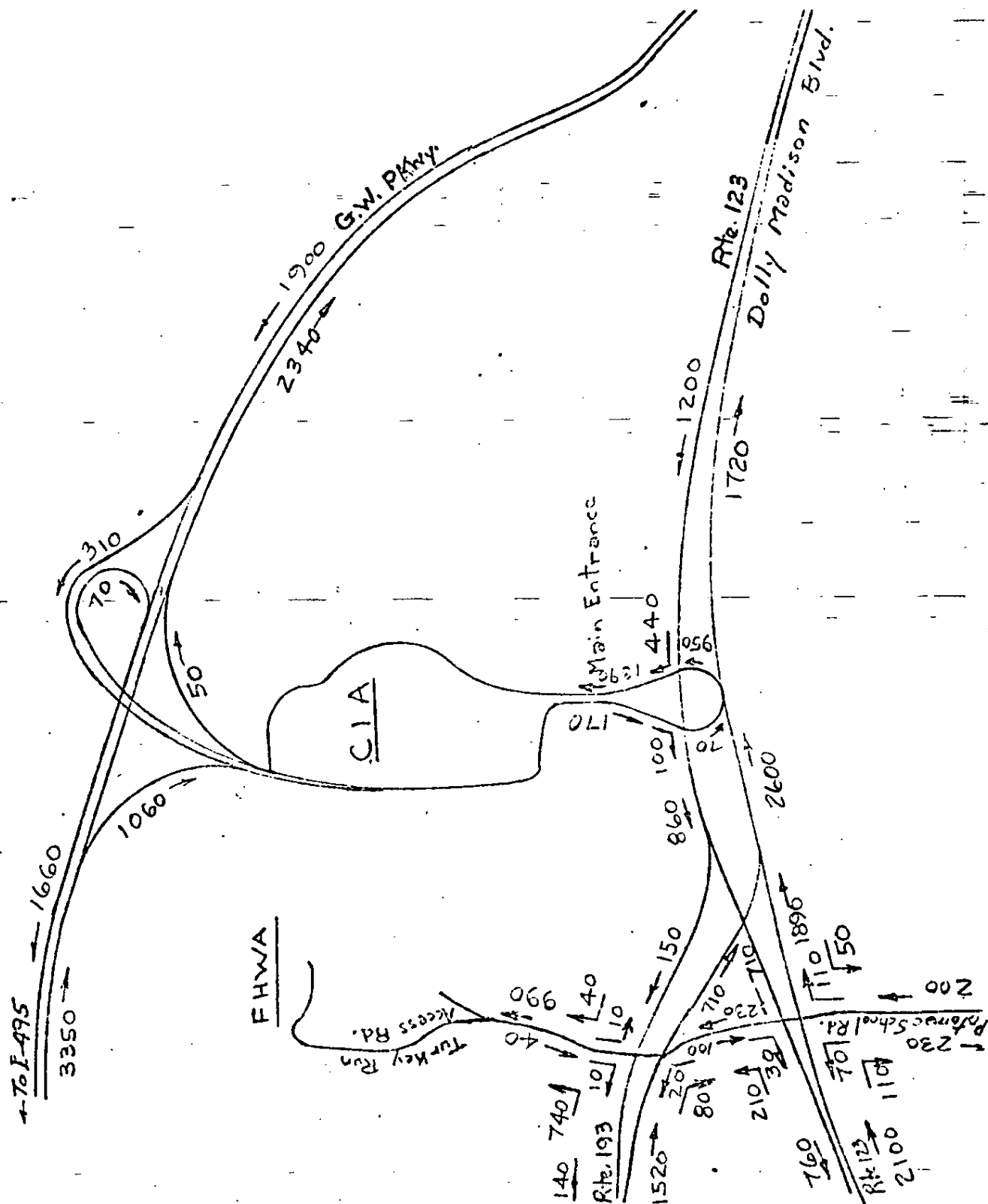
(Build - Without Capacity Restraint at I-495/GW Parkway)



CIA Expansion  
Traffic Analysis

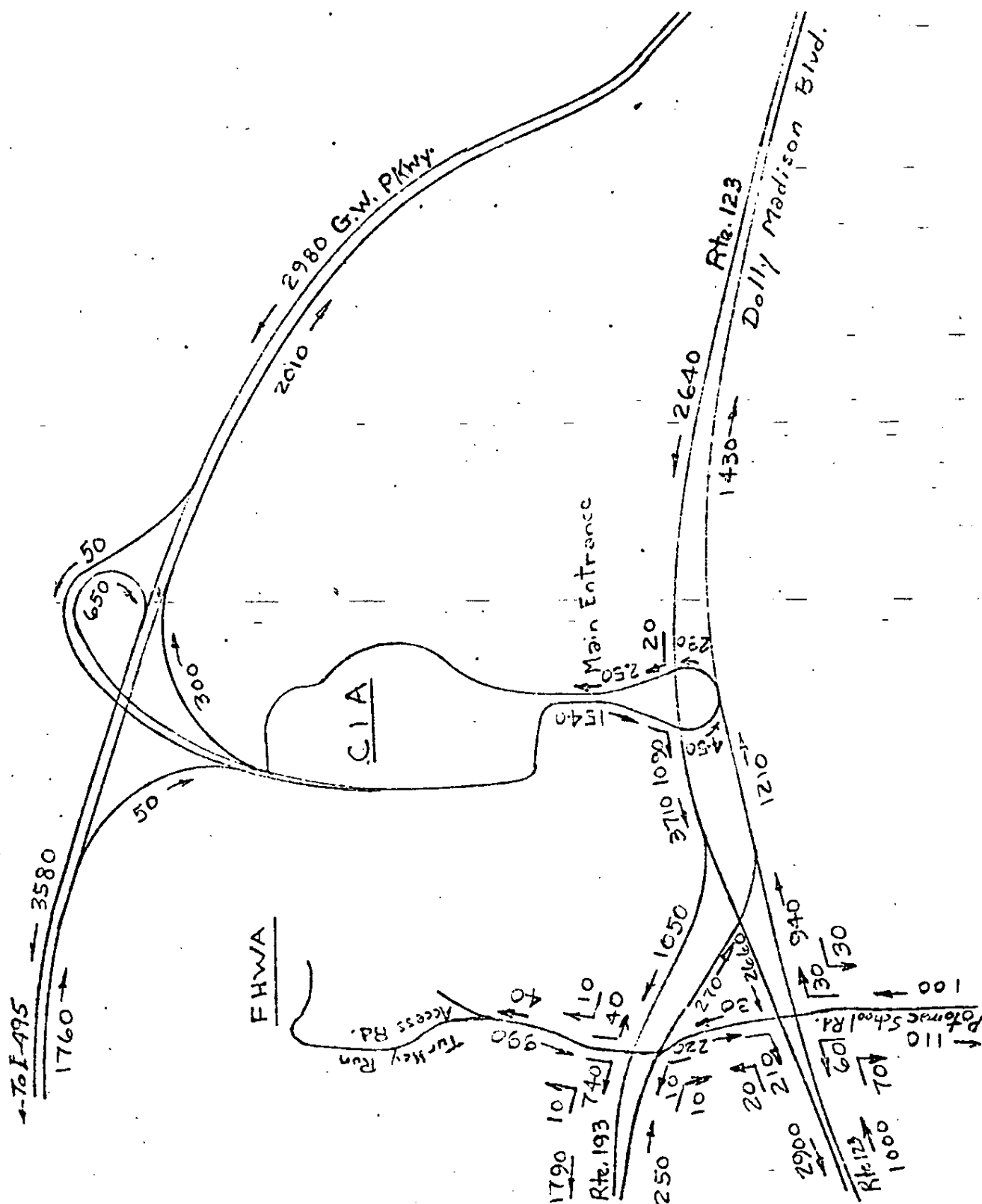
2005 AM Peak Hour

(Build - Without Capacity Restraint at I-495/G.W. Pkwy.)



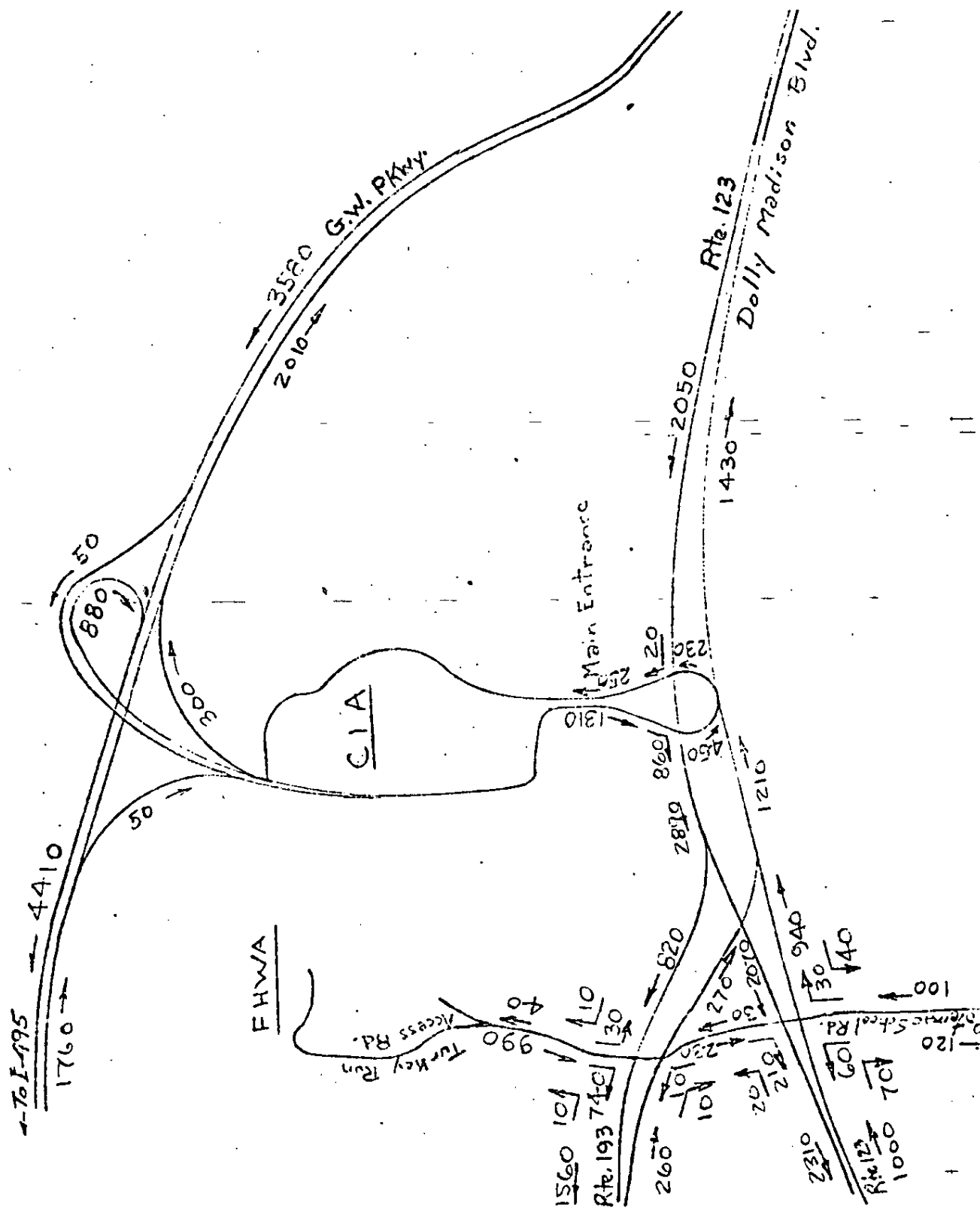
2005 PM Peak Hour.

(Build-With Capacity Restraint at I-495/GW Parkway.)



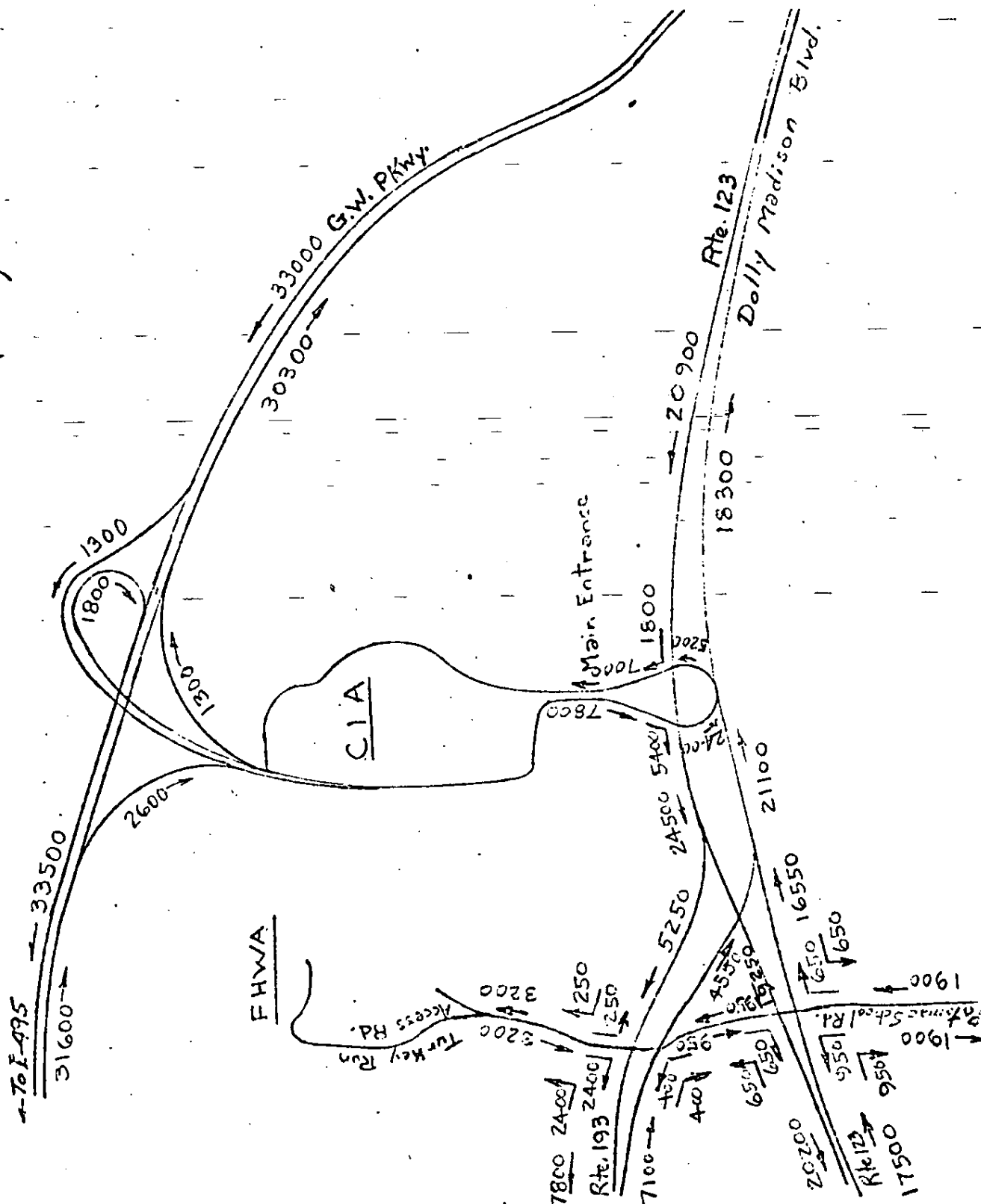
2005 PM Peak Hour

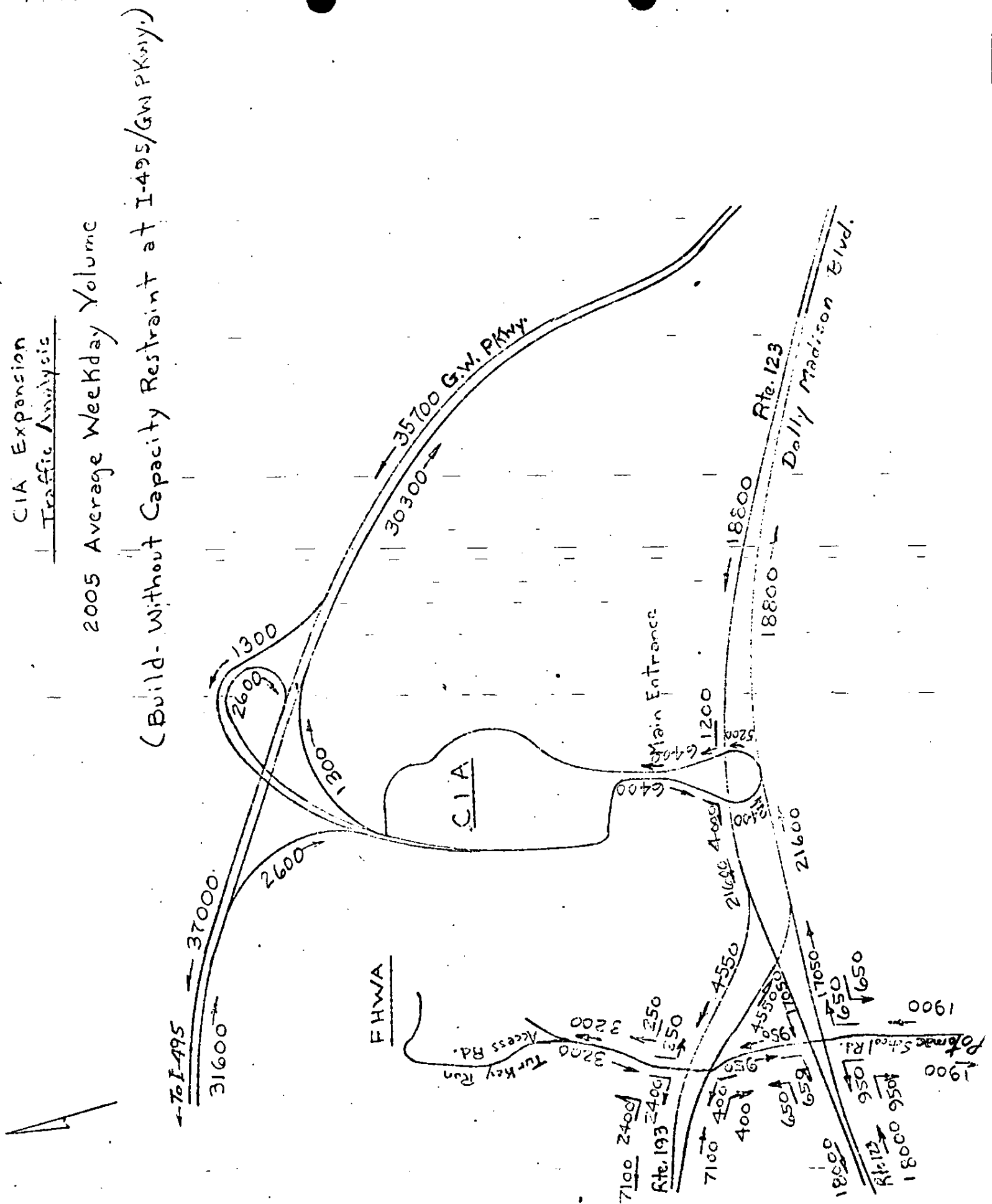
(Build - Without Capacity Restraint of I-495/GW. Priority.)



2005 Average Weekday Volume

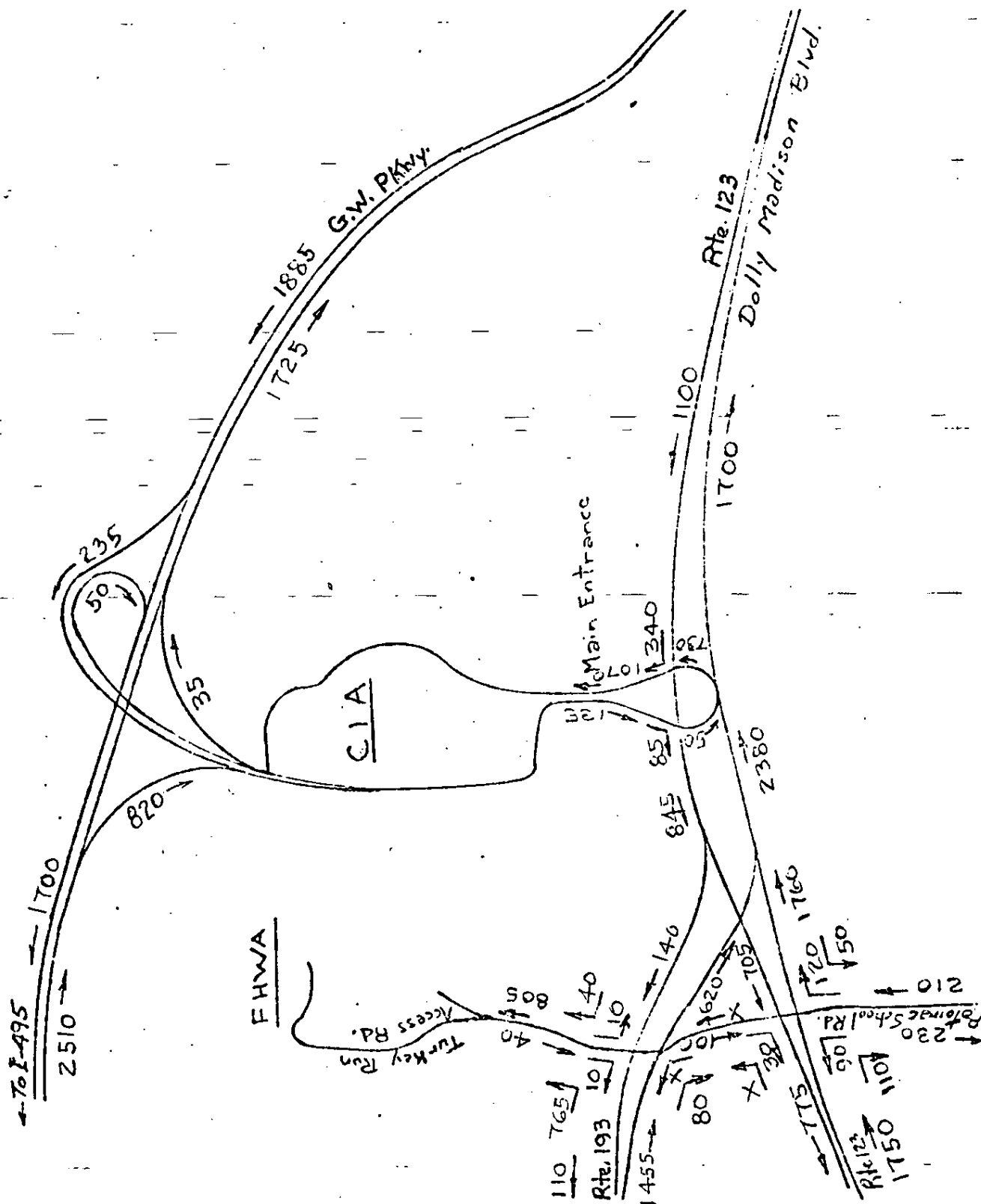
(Build-With-Capacity Restraint at I-495/GW.Pkwy)





2005 AM Peak Hour

(No Build - Without CIA Expansion)

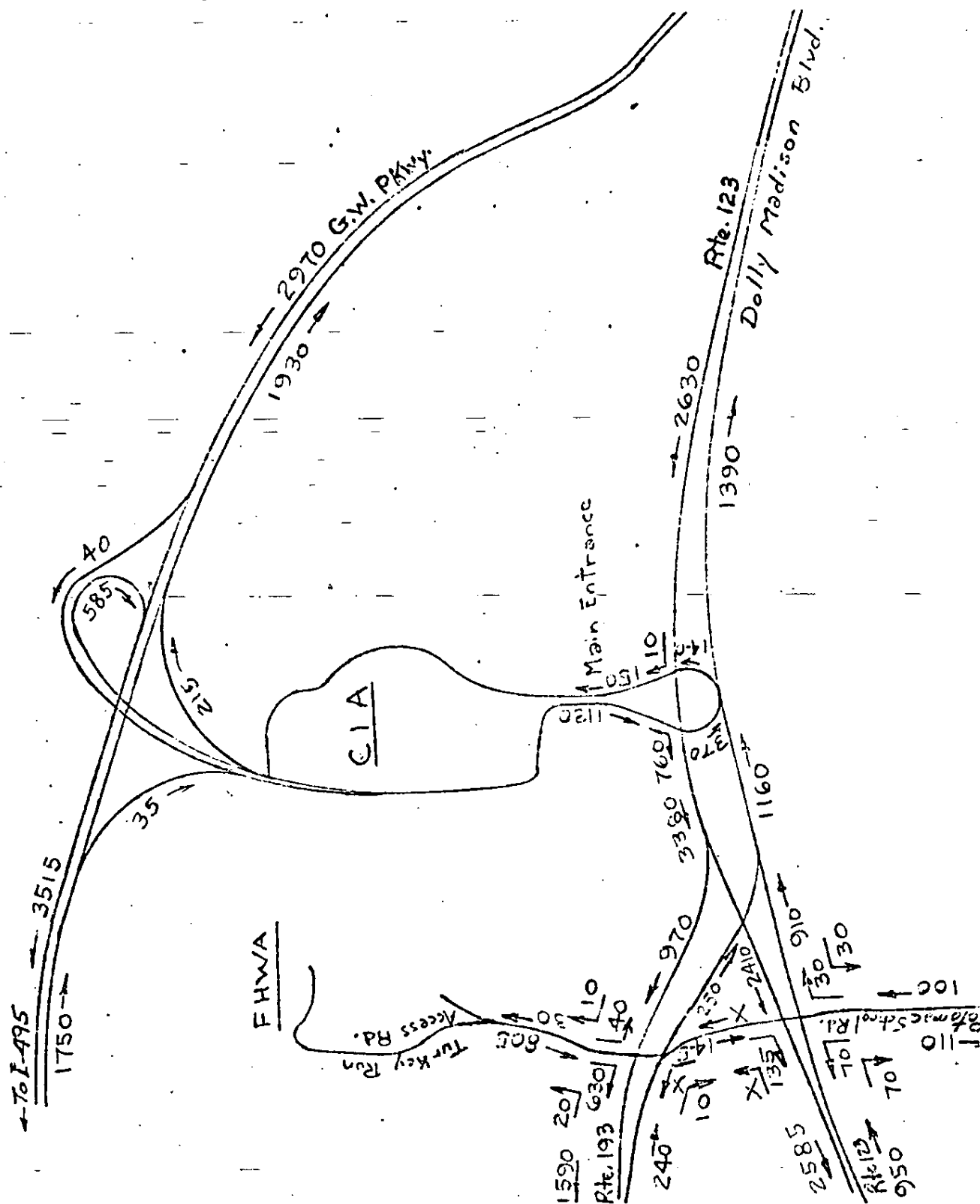




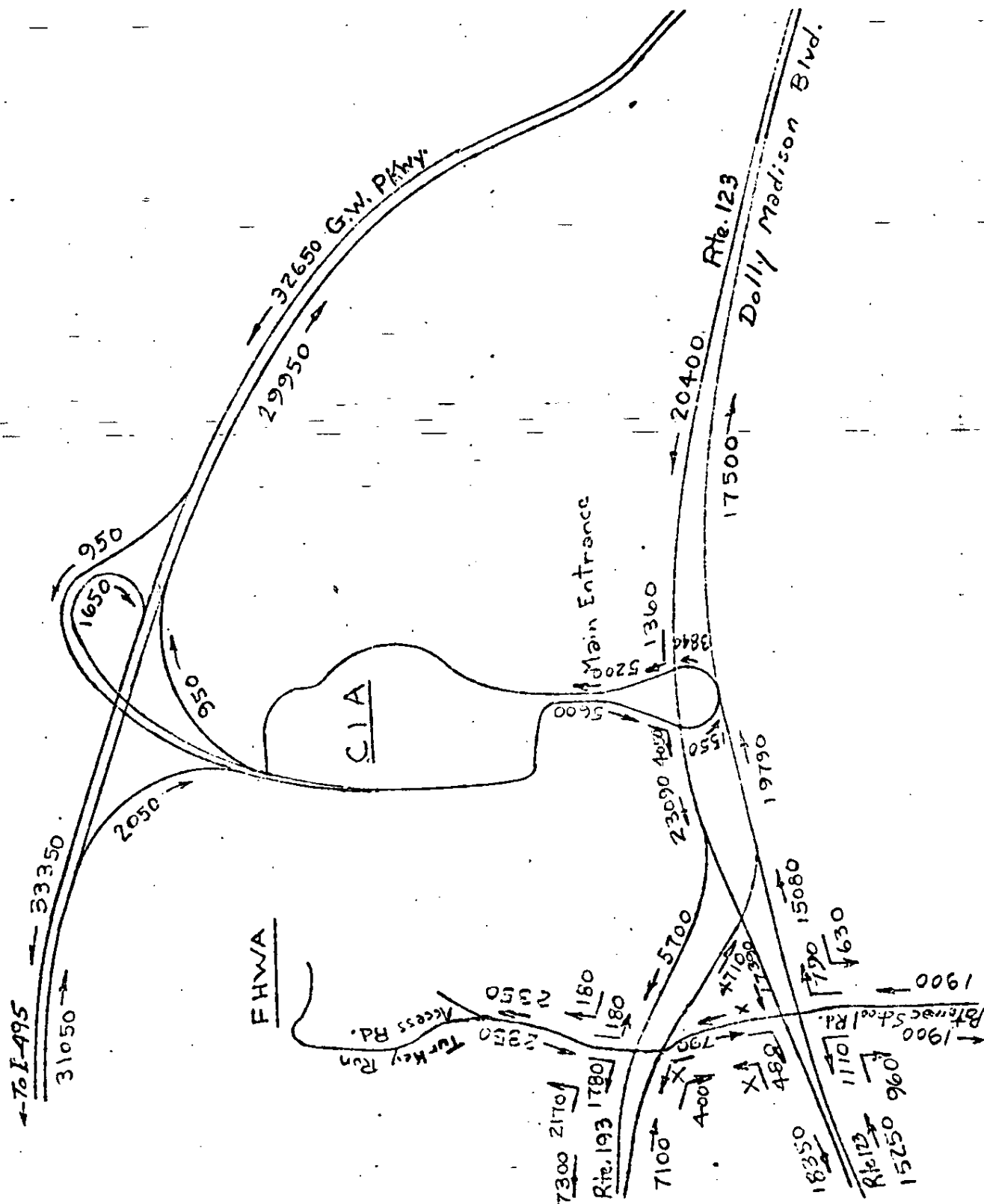
## Traffic Analysis

2005 PM Peak Hour

(No Build-Without CIA Expansion)



2005: Average Weekday Volume  
(No 'Build - Without CIA Expansion)



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Forward/Toss

File: Roads

SUBJECT: Virginia Department of Highways and Transportation Meeting  
22 July 1983 [redacted]

Bill Jeffrey, Richmond  
Dave Gehr, Northern Virginia Region  
Jim Harris, Richmond  
Mr. Bozman, Richmond

2. The meeting was called by the Richmond representatives to seek confirmation of some of the traffic planning data contained in the Master Plan and to discuss the direction being taken on the new traffic analysis. [REDACTED]

3. They confirmed that the study was addressing the George Washington Memorial Parkway out to Route 495. Their preliminary results are confirming that the Parkway is operating at capacity northbound. Secondary constraints are the north and southbound ramps at Route 495 which they feel are also operating at capacity. [REDACTED]

4. In the case of Route 193, they stated that this analysis was confirming every other analysis they have done, i.e., this road has to become 4 lane to relieve traffic congestion. They appear to be resigned to the fact that citizen resistance will continue to prevent this from happening. [REDACTED]

5. Their conclusion, then, is the same as the previous Agency analysis. Route 123 will necessarily continue to carry the major portion of the Agency traffic, and intersection improvements will be required. They did not put forth any preconceived notions of what the consultant may propose. [REDACTED]

6. On the subject of a consultant selection, Mr. Harris stated that the name of a recommended firm had been sent up to their management for approval. Projections are that fee negotiations will commence in mid-August with contract award in early September. While they were unable to provide a more accurate cost estimate for this contract, Mr. Harris stated that adding the Parkway to the Scope of Work will probably increase the cost by 25 percent. [REDACTED]

**C O N F I D E N T I A L**

C O N F I D E N T I A L

SUBJECT: VDH&T Meeting - 22 July 1983

25X1 7. On the subject of the Traffic Advisory Committee, it was agreed that VDH&T would provide a copy of the planning assumptions being used in their analysis. The Agency will distribute copies of these to Committee members in early August for review and comment. No meeting is contemplated at that time. Sometime in the latter part of August, the first formal meeting would be called to present the results of the traffic analysis. This meeting would be attended by a consultant representative, even if negotiations with the State were not complete.

25X1 8. It was suggested that the traffic analysis also include a "no build" analysis as an aid to educating the citizens on the true impact of Agency expansion versus the traffic impacts projected to occur due to normal economic growth.

25X1   
Chief, ~~New Building~~ Project Office, OL

Distribution:  
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25X1 OL/NBPO  (08 Aug 83)

Distributed in Draft

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